

MBCA BCStars

BRITISH COLUMBIA SECTION



INSIDE:

**Modern Pullman
Limousines**

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EDITORIAL

BC Stars Volume 29 - Issue 4 - December

As I write this, we are still "constrained" here in British Columbia by the need to keep the virus under control. Consequently our opportunities for car-related get-togethers are extremely limited.

In this issue you will find an article on the history of the mighty Mercedes-Benz Pullman limousine through the years. And in the same vein of looking back through time, we have found some old BC Stars newsletters from the early 1990s and some more recent photographs or participants at events, a few of which we have included for your reminiscences.

Joseph Anthony
Editor

EDITORIAL TEAM

Editor: Joseph Anthony

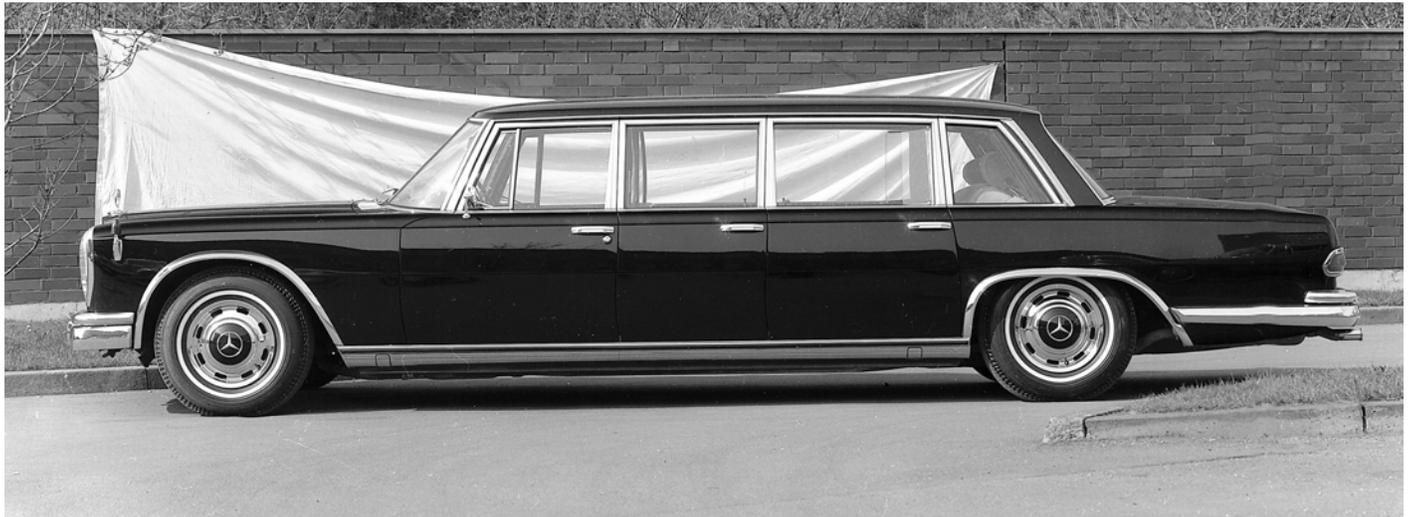
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LET'S GET SOCIAL





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Absolute exclusivity: modern Pullman limousines from Mercedes-Benz, 1956 to 2008

- **Initially custom-made designs for the Federal Government and the Pope**
- **Soon available with integrated special protection on request**
- **2008: Mercedes-Benz S 600 Pullman Guard**

The Second World War and its aftermath resulted in a break with the tradition of representational Pullman limousines. By the time the economic recovery was finally under way, there had been a fundamental shift in design technology for passenger cars: modern cars were now built with self-supporting bodies.

This made individual variations in body design incomparably more difficult than in the days of the independent bodybuilder, so that the range of vehicle variants was reduced to just a few versions. Initially, this was also the case with the 300 model, the first luxury limousine built by Mercedes-Benz after the Second World War – although this continued to follow the traditional concept of chassis and separate body.

In fact, this elegant vehicle, which was launched in 1951 and quickly earned the name “Adenauer-Mercedes”, was never available as a Pullman limousine. But then in 1956 came an extra-long special version of the third model series, the 300 c (W 186), introduced in autumn 1955, at the request of West German Chancellor Konrad Adenauer. This version was equipped with a sliding roof and partition wall, and the wheelbase was a full ten centimetres longer – this would become the hallmark of the

modern Pullman limousine for state dignitaries and official engagements. But it was not officially designated a Pullman, not even when the special version was included in the regular sales range in June 1956.

Pullman versions as custom-made models for the Pope and the Federal German government

The Mercedes-Benz Pullman limousine finally appeared with its present-day characteristics in 1960 as a trio of 300 d (W 189) special production versions. Derived from the fourth series of the “Adenauer-Mercedes”, these variants (a limousine and two landaulets) had a 3600-millimetre wheelbase in place of the standard 3150 millimetres. A raised roof further emphasised the exclusive character of the individual vehicles.

The Pullman limousine and one of the Pullman landaulets remained at Mercedes-Benz; the other landulet with lavish appointments was delivered to the Vatican as a new chauffeur-driven limousine for the Pope. The two Stuttgart vehicles were leased to the German government or other interested parties for special occasions.

The quintessential Pullman limousine: the Mercedes-Benz 600 model

The first new-style Pullman production version supplied by Mercedes-Benz was the 600 model. With this vehicle, the German carmaker set standards for prestigious state limousines that hold to this day: what rendered the Mercedes-Benz 600 (W 100) distinctive were its technical innovations, elegant lines and high exclusivity. This was particularly true of the Pullman versions of the limousine and landulet, which had a 3900-millimetre wheelbase instead of 3200 millimetres. The 250 hp (184 kW) V8 M 100 engine ensured the Pullman variants enjoyed a respectable top speed of 200 km/h.

With the introduction of the Pullman variant

of the 600 one also became aware of the increased security requirements demanded by top politicians and business leaders.

security requirements demanded by top politicians and business leaders. In addition to being offered as a version with regular wheelbase, the Pullman limousine could also be ordered as a special protection version. In 1965 and 1980 two copies of a very special armoured version of the Pullman limousine were built, identifiable by a slightly higher roof. These two cars remained part of the plant car pool and were available for hire on appropriate occasions.

Integrated protection from the factory only on request

Mercedes-Benz made systematic use of its in-depth knowledge of integrated special protection over the next few years to develop protection technology for state limousines. The downside here was the enormous weight of the vehicles: the Pullman limousine version of the 600 model weighed almost two tonnes more than the production version. At an earlier date, the additional weight would have been even greater. Mercedes-Benz offered the Pullman version of the 600 model as a limousine with four or six doors, as well as a landulet with four or six doors. Depending on the arrangement of the seats, this vehicle design offered enough room for seven or eight passengers. The standard version is the four-door model with facing rear seats. In 1965, a landulet with this arrangement was extensively converted to operate as a new papal vehicle. In addition to the individual seats in the rear, its special features included a raised roof, extended rear doors that were flush with the front doors, and a raised floor in the rear to avoid interference from the transmission tunnel.

Pullman-limousines based on the 109 and 126 series

In addition to the benchmark-setting Pullman variant of the 600 model, a number of special production models were also created by Mercedes-Benz on the





basis of the premium class 109 and 126 series. First, in 1967 two Pullman limousines were built for the Vatican based on the 300 SEL from the 109 series and featuring a wheelbase lengthened by 650 millimetres. These cars were primarily intended for chauffeuring distinguished guests, less for representational purposes such as the traditional papal cars with their single rear seat.

In 1983 and 1985 two further Pullman limousines were built – this time on the basis of the 500 SEL from the 126 series. Here the wheelbase was lengthened by 200 millimetres and the roof height raised by 30 millimetres. The first of these, which was completed in January 1983, added a further luxury limousine to the corporate fleet. The second car was built to Vatican specifications for the Holy Father, and was presented to Pope John Paul II in August 1985. Both Pullman limousines were manufactured as special protection versions.

Return to production: Pullman version of the S-Class 140 series

In September 1995 Mercedes-Benz once again

unveiled a production Pullman limousine. The S 600 Pullman was initially developed as a state limousine with special protection technology. The wheelbase of this impressive vehicle measured 4140 millimetres, exactly one metre longer than the standard S 600 with long wheelbase. In line with the principle of the Pullman limousine, the extra length was solely for the benefit of the rear passengers, who were comfortably seated on vis-à-vis seats and could segregate the rear compartment from the driver's area by means of a sliding partition.

Whereas the special protection versions of representational vehicles were based on the standard designs, the traditional development stages were turned on their head with the Pullman versions of the W 140 series. Here the engineers derived the non-armoured S 500 Pullman limousine and S 600 Pullman limousine models from the top-of-the-range model with special protection. Both models were unveiled in the summer of 1996. All three variants of the Pullman limousine based on the S-Class 140 series were built up until the year 2000.

The weight of the vehicle gave an impression of the



scope of the special protection measures fitted to the S 600 Pullman: whereas the armoured vehicle presented in 1995 weighed in at a hefty 4.4 tonnes, the standard version of the 6.2-metre-long state limousine was a comparatively light 2.7 tonnes. In developing this exceptional vehicle, engineers also paid special attention to chassis detail. This permitted much higher maximum speeds to be achieved than in the earlier special protection vehicles: while the armoured Pullman limousine could reach speeds up to 160 km/h, the non-armoured version had a top speed of 210 km/h.

The state limousine for the new millennium: the S-Class VV 220

The Pullman variant of the W 220 series (VV 220) was unveiled in autumn 2001. Compared with the long version, its wheelbase was extended by one metre, to 4085 millimetres. The extra space was enjoyed by the passengers in the rear, where the seats were in a vis-à-vis arrangement. The Pullman was available with the five-litre, eight-cylinder engine (225 kW/306 hp), or with the six-litre V12 engine (270 kW/367 hp).

The basis for the vehicle was a reinforced body shell and a modified chassis. The S 600 Pullman Guard state limousine with B6/B7 special protection, which rounded off the very top of the Mercedes-Benz luxury range in 2004, also adopted this concept in typical special protection tradition, since the best and most effective way of integrating the protective elements into a vehicle is if the conversion takes place during the body construction phase.



In true Mercedes-Benz tradition: the S 600 Pullman Guard

The new state limousine from Mercedes-Benz, which will be unveiled in the autumn of 2008, is to combine the brand's Pullman tradition with innovations in the current S-Class W 221 series. The S 600, the current Mercedes-Benz flagship model, featuring a twelve-cylinder, bi-turbo engine, was the technical basis for the new Pullman limousine. The engineers developed a new chassis and body from scratch in order to guarantee permanent overall stability with the extra-long wheelbase. After all, the combination of special protection technology and long wheelbase will mean the vehicle will be exceptionally heavy.

The special features of the S 600 Pullman Guard include a rear entrance with increased headroom, a partition separating the rear compartment from the chauffeur and classic vis-à-vis seating for four passengers. This latest state limousine from the world's oldest carmaker continues the proud tradition of the legendary

Mercedes-Benz 600. But the Mercedes-Benz philosophy of always striving to produce better vehicles also firmly anchors its new flagship model in the overall history of the Mercedes-Benz Pullman.



In Memoriam: Frank Edwards

We are saddened to hear of the passing of Frank Edwards. Frank's good friend, Hennie Britton, tells us that following a stroke, Frank entered Lions Gate Hospital. He passed away a few days later, on August 15th 2020.

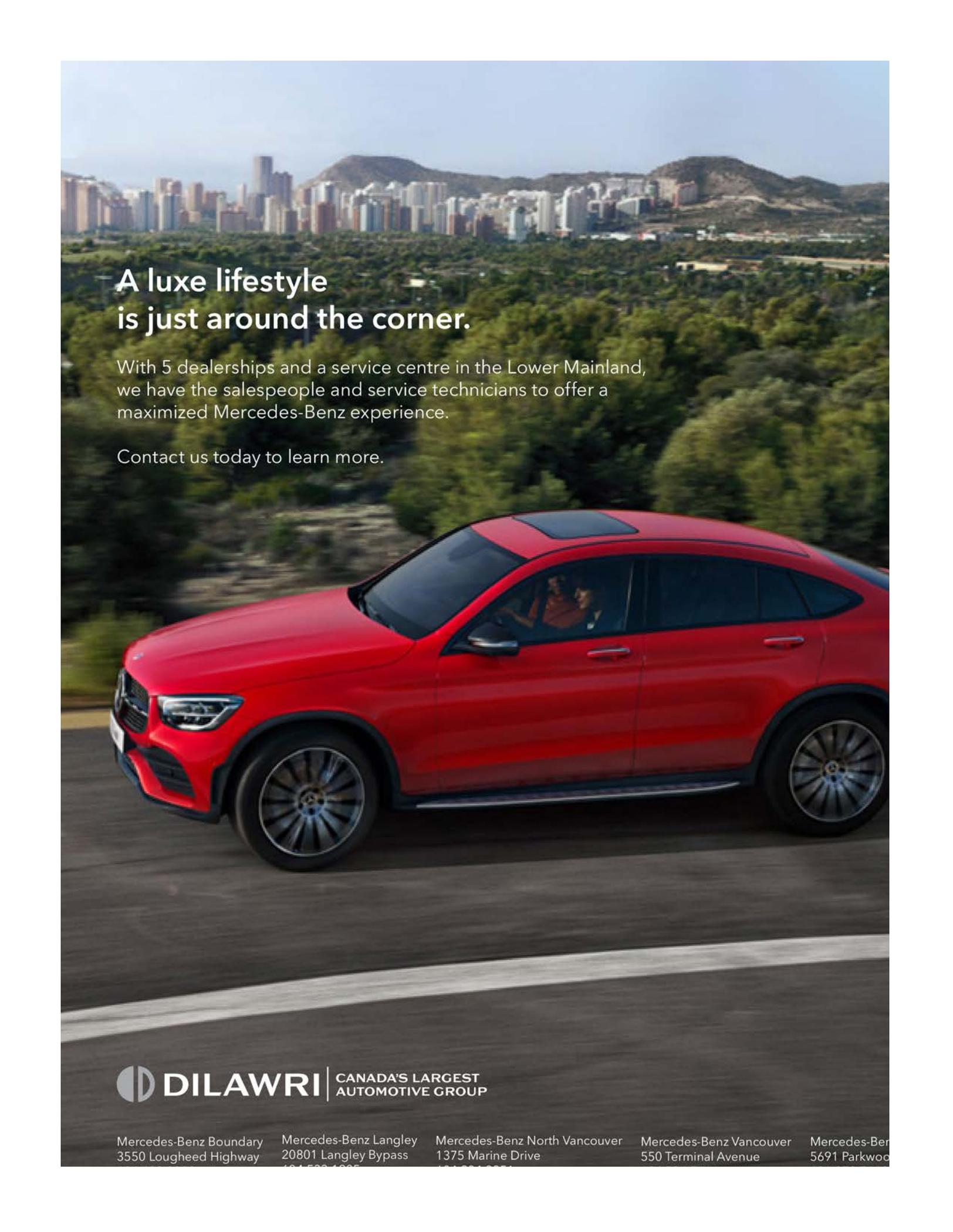
Frank was a fine gentleman and a kind soul. As we recall, Frank spent much of his time amongst his friends at his church, but he also derived a lot of satisfaction from our Club outings.

Frank's white 300CE convertible was a frequent sight at our Club events. Frank was a keen driver who enjoyed travelling with the group, and socialising with our Members.

Frank was not one to shy away from a crowd. He was happy to come out for our afternoon drives as well as our large annual Show & Shines. Most memorably, he took great delight in joining us with Hennie, on our 2017 Whistler Rally.

Frank will always be fondly remembered for his quiet humour and gentle smile.





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On this page, and the following, we reproduce content from the August 1991 BC Stars newsletter - a nod to our club history. Some of you may well remember the original!



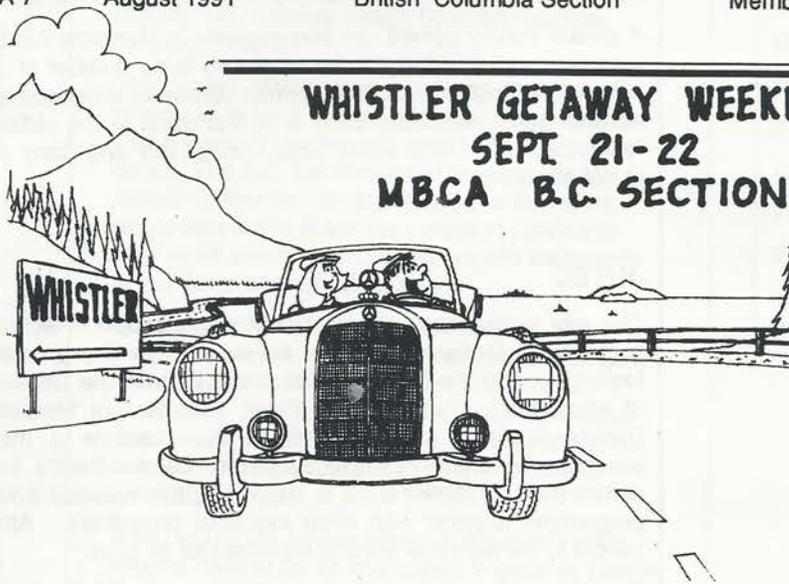
BRITISH COLUMBIA STARS

Volume A 7

August 1991

British Columbia Section

Membership: 657-5430



WHISTLER GETAWAY WEEKEND SEPT 21-22 MBCA B.C. SECTION

SEE THE EVENTS SECTION FOR FURTHER INFORMATION....COME AND JOIN THE FUN!

VICE PRESIDENTS REPORT.....INTERNATIONAL MERCEDES-BENZ FAIR

The First INTERNATIONAL MERCEDES-BENZ FAIR at Chehalis, Washington was a great success and those B.C. Section members that did not attend missed a very good time. There were approximately 100 members from the Boise, Seattle, Portland, Alberta and B.C. Sections present. Our Section had a very poor showing, comparing our membership to the size of some of the other sections. This was not an expensive weekend considering everything, as food, accommodation and gasoline are much cheaper in the U.S.A. In all probability this event will be held again next year and I would recommend that all our members should try to attend.

The B.C. Section came away totally blanked as we won no prizes, however we did win many new friends. The Gykhana event was a real eye opener as our President Alex Mozaffarian in the excitement of driving his first Gymkhana in America, ended up facing the wrong way in the starting gate. The starter thinking this was the way all Canadians drove flagged him on his way driving backwards through the course, a quick huddle by the judges discovered that there was nothing in the rule book that said you could not drive a Gymkhana backwards, and Alex's time was duly entered in the competition. It was reported that he even managed to beat a couple of the drivers. When Alex was asked if he found driving a big 560SEL backwards through a Gymkhana was difficult, Alex who had entered many Gymkhanas in his native country of Persia replied....."Not at all, you should try doing it on a camel!" Next on the starting line was Gary Lewis in his green 280SL and in respect to the tradition of the old time racers, had a riding mechanic in the side seat who threw his hands over his eyes and screamed loudly as they roared out of the starting gate in a cloud of dust.

At the swap meet many items were seen for sale that amazed us. A B.C. member was seen buying a car cover for \$20.00 and another bought a set of 10 Bosh spark plugs for \$10.00. The B.C. Section ran a 300 point Concours D'Secret that was so successful that some people didn't even know their cars were being judged. The prize, a gift box of smoked Salmon was won by a deserving member from California.

Considering this International Mercedes-Benz fair was a first effort, I think it was very well organized and very successful and our support should be given to do it again next year at the same location.

Gary Lewis

INSIDE...

President's Message.....

Safety.....

Events.....

News In Brief.....

For Sale.....

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I'd like to welcome the following to our B.C. Section, we are looking forward to seeing you at our upcoming meetings and events; Alec Becker, Brad Hallam, Bern Niamir, Joseph Tanbuntiong, Donald Burrows, Thomas Hayek, Dr. & Mrs Ohtake, Steve Wilkie, Rob Ackerman, Linda Freed, Michael Mathers, Joseph Sisson.

Please be sure to send all change of addresses to: MBCA, 1907 Lelaray Street, Colorado Springs, Colorado 80909.

The Lynden, Washington event was great fun. It turned out to be a very relaxing day in this beautiful Dutch town. If you haven't seen Lynden you must do so. The B.C. Section would like to thank Mr. Harold Groberman for organizing this event, we would also like to thank the people of Lynden for their warm welcome and especially the waitresses at the Dutch Mothers Restaurant.

The Whistler Weekend will soon be upon us. Please don't delay in making your reservation as we have a limited number of spaces available at the group rate. The Seattle Section will be joining us and with all the events planned and a great turnout of members, this promises to be a weekend to remember.

If you would like further information regarding the Whistler Weekend, or information in general, please don't hesitate to call me at 657-5430.

*** NEWSLETTER MATERIAL ***

Please forward any items of interest that you would like published in the newsletter to:

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MBCA, B.C. Section
c/o Mr. Leigh Baker
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102-1055 W. Georgia Street
VANCOUVER, B.C.
V6E 3P2

TRAVELLER'S TALES...

Taken from Far Eastern Economic Review

Signs seen while travelling abroad.....

In a Bucharest Hotel Lobby: The lift is being fixed for the next day. During that time we regret that you will be unbearable.

In a Belgrade hotel elevator: To move the cabin, push button for wishing floor. If the cabin should enter more persons, each one should press a number of wishing floor. Driving is then going alphabetically by national order.

In a Paris hotel elevator: Please leave your values at the front desk.

In a hotel in Athens: Visitors are expected to complain at the office between the hours of 9 and 11 a.m. daily

In an Austrian hotel catering to skiers: Not to perambulate the corridors in the hours of repose in the boots of ascension.

In a Bangkok dry cleaner's: Drop your trousers here for best results.

Outside a Paris dress shop: Dresses for street walking.

In a Rhodes tailor shop: Order your summers suit. because is big rush we will execute customers in strict rotation..

In a Zurich hotel: Because of the impropriety of entertaining guests of the opposite sex in the bedroom, it is suggested that the lobby be used for this purpose.

From a brochure of a car rental firm in Tokyo: When passenger of foot heave in sight, tootle the horn. Trumpet him melodiously at first, but if he still obstacles your passage then tootle him with vigor.

In an Acapulco hotel: the manager has personally passed all the water served here.

Detour sign in Kyushi, Japan: Stop: Drive Sideways

In an advertisement by a Hongkong dentist: Teeth extracted by the latest Methodists.

Two signs from a Majorcan shop entrance: -English well talking. - Here speeching American.

Continuing in a reminiscent mood, we found some old photos from years past and thought it would be nice to bring back some memories.



Don and Marion Rutherford in 2015



A wedding in 2015



Prize-awarding at the 2015 Show & Shine



Prize-awarding at the 2015 Show & Shine



George & Abby in 2021



German Car Festival - 2012

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